

JONES & TAYLOR,
Steamers and Contractors.

Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

THE Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON
DODWELL & CO., LIMITED
General Managers.

NEW SERIES No. 1345. 日五十月九年五十二緒光. THURSDAY, OCTOBER 19, 1899.

四拜禮 號九十月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 12,000,000
CAPITAL UNCALLED " 12,000,000
RESERVE FUND 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies—KOBÉ,
NAGASAKI, LONDON, LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU, BOMBAY,
TIENTSIEN.

LONDON BANKERS—THE LONDON JOINT STOCK BANK, LTD.

PARKS BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

S. C. CHOH, Agent.

Hongkong, 4th October, 1899. [38]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000

RESERVE FUND £500,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER

ANNUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS 4 PER CENT.

" 6 " 3 "

" 3 " 2 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$11,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

R. M. GRAY, Esq., Chairman.

N. A. SIZS, Esq., Deputy Chairman.

David Meyer Moses, Esq.

E. Goetz, Esq. A. McConachie, Esq.

A. Haupt, Esq. A. J. Raymond, Esq.

R. H. Hill, Esq. P. Sachse, Esq.

The Hon. J. Kewstow, Esq. R. Shewan, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

ON Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 16th October, 1899. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies—

CANTON, HANKOW,

CHIPOO, PEKING,

CHINKIANG, SWATOW,

FOOCHOW, TIENSIN.

THE Bank purchases and receives for col-

lection Bills of Exchange drawn on the

above places, and Sells Drafts and Telegraphic

Transfers Payable at its Branches and Agen-

cies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum Fixed Deposits for 3 months.

6% per Annum for 6 months.

12% per Annum for 12 months.

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [123]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq.

Chow Tung Shang, Esq.

Chien Fung, Esq.

Chief Manager—

W. F. PLAYFAIR.

Interest for 12 months Fixed 7%

Hongkong, 30th May, 1899. [8]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(to)

FOR STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN	E. G. Andrews	About 22nd Oct.	Freight or Passage.
LONDON	W. H. Haughton, R.N.R.	About 24th Oct.	Freight only.
SHANGHAI	S. Barcham	About 28th Oct.	Freight or Passage.
LONDON, &c.	A. Symons	Noon, 28th Oct.	Freight or Passage.
JAPAN	S. de B. Lockyer, R.N.R.	About 29th Oct.	Freight or Passage.
LONDON	G. W. Gordon, R.N.R.	About 2nd Nov.	Freight or Passage.

(Passing through the Inland Sea).

(See Special Advertisement):

1. *Via Marseilles.*

2. *Via Shanghai.*

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 17th October, 1899. [5]

Intimations.

BRAIN-FAG!

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed more than one half of the break downs which are so frequently brought to our notice in the Far East. A cup of

BOVRIL

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS

Prescribed by Medical Men throughout the World.

Used by all the Principal Hospitals,

Supplied to British and Foreign Governments, and

Sold by over 150,000 Customers throughout the United Kingdom alone.

And also in Every Civilised Country in the World.

AGENTS FOR CHINA:

Watkins, Limited.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

JAPANESE CURIOS.

JUST RECEIVED.

XMAS CARDS & TOYS.

FANCY KAGA VASES & TOILET SETS.

LACQUERED, BARK & BAMBOO
FRAMES.

ANCIENT JAPANESE ARMOURS.

Hongkong, Canton, and Japan Views

AT LOW PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.

Hongkong, 9th October, 1899. [125a]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
from Mr. R. D. VANIA, the Administrator,
to Sell by

PUBLIC AUCTION,

on

SATURDAY, the 21st October, 1899,

at 2.30 P.M.

At No. 26, GAGE STREET.

THE WHOLE OF THE

HOUSEHOLD AND OFFICE

FURNITURE.

To-day's
Advertisements.

HONGKONG RIFLE ASSOCIATION,
INTERPORT PRACTICE AND SPOON
COMPETITION.

ON SATURDAY, the 21st instant, at
3 P.M.
Ranges—200, 300 and 600 yards.
Two Sighting Shots allowed.

The following MEMBERS are requested to
PRACTICE and to send in their Scores to the
SECRETARY.

Messrs. BLAIR, BOWERY, CARLYLE,
CLARKE, HILLS, LAMMERT, LEAD-
INGHAM, MCLENNAN, W. MACDONALD,
SKELTON, STACKWOOD, SMYTH,
TOLLER, WALLACE, WARREN,
WATSON.

Members are reminded that the Range is
available for Practice on WEDNESDAYS
after 4 P.M.

MOWBRAY S. NORTHCOTE,
Hon. Sec.

Hongkong, 19th October, 1899. [1324]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND ROCHEW.
THE Company's Steamship.

"HAICHING."

Captain Hodgins, will be despatched for the
above Ports, on SUNDAY, the 22nd instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LA PRAIRIE & Co.,
General Managers.

Hongkong, 19th October, 1899. [1324]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship.

"SUISANG."

Captain Tadd, will be despatched as above
on WEDNESDAY, the 25th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATTHESON & Co.,
General Managers.

Hongkong, 19th October, 1899. [1324]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR YOKOHAMA AND KOBE.
THE Company's Steamship.

"CHANGSHA."

Captain Moore, will be despatched as above
on WEDNESDAY, the 25th instant.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th October, 1899. [1324]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship.

"TSINAN."

Captain Anderson, will be despatched on
SATURDAY, the 28th instant, at Noon.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th October, 1899. [1324]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
THE Company's Steamship.

"TSINAN."

Captain Anderson, will be despatched as
above on SATURDAY, the 28th instant.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. First Class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th October, 1899. [1324]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship.

"SUISANG."

having arrived from the above Ports, Consignees
of Cargo by us are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after Noon, the 21st instant, will be
landed at Consignees' risk and expense into
Godown at East Point.

No Fire has been effected.

Bills of Lading will be countersigned by
JARDINE, MATTHESON & Co.,
General Managers.

Hongkong, 19th October, 1899. [1324]

AN APPEAL.

THE SUPERIORRESS of the ITALIAN
CONVENT relying on the well known
kindness of the Benevolent Friends of the
Institution begs to APPEAL to their Charity
for assistance on behalf of a poor destitute
Woman, a native of Mauritius, with four
children of tender age, that had been led by
deceit to the interior of China, where they had
suffered very ill treatment, resolved to escape
to this Colony, and came to the Convent in the
most miserable and distressful condition
craving a shelter.

It is more than a year that the Superiorress
has kept them under her care for want of means
to send them back to Mauritius, but, as the
poor woman is longing to be once more
amongst her own people and as there will be
a steamer for Mauritius on the 14th instant,
the Superiorress fully hopes that her earnest
petition will be kindly attended.

The Charity of the kind benefactors will
certainly be amply rewarded by the Merciful
Father of the abandoned.

Hongkong, 19th October, 1899.

Intimation.



A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS
SHERRIES.

Per Doz.
Case.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule - - - - - \$10.80

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule - - - - - 12.00

C.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule - - - - - 12.00

D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule - - - - - 14.40

E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule / Old
Bottled - - - - - 20.40

B, C, and C' are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very superior
vintage. All are true Xeres Wines.

Sample bottles and smaller quantities
will be supplied at proportionate
whole-sale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD/CENTRAL.

ESTABLISHED A.D. 1841.

BIRTH.

On the 18th instant, at Macao, the wife of
ROBERT J. WHITE, I. M. Customs, Lappa, of
a daughter. [1324]

DEATH.

At Taiping, on the 5th inst., HENRY THOMAS
KYNASTON OSBORNE, F. M. S. Civil Service,
third son of Charles William Osborne, of Rose-
tree, Co. Meath.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 19, 1899.

REUTER'S TELEGRAMS.

PARLIAMENT.

LONDON.—October 16th.
Parliament opened yesterday. The Opposition
in both Houses, while deplored the Transvaal
war, and criticising Mr. Chamberlain's
negotiations, agreed that the Boer
ultimatum left the Government no option and
promised their hearty support. Lord Salisbury
referring to the future, declared that the country
must insist on England being the Sovereign
Power.

THE TRANSVAAL WAR.

The non-combatants have evacuated Dundee.
It is reported that the Boers have been repulsed
at Mafeking with heavy loss. The Free State
Boers are entrenching the passes of the
Drakensburgs.

REMOVAL OF QUARANTINE
RESTRICTIONS.

The Hon. Colonial Secretary courteously
forwards for publication the following telegram,
received from Shanghai by Mr. Bréan, Acting
Commissioner of Customs, Kowloon:

"Quarantine against Canton, Hongkong,
Macao removed; importation of rats, old
papers, earth, mould, and coffins prohibited;
inform shipping."

TYphoon WARNING.

WARNING FROM MANILA.

The following telegram has been courteously
forwarded to us by U. S. Consul-General R.
Wildman:

MANILA OBSERVATORY.

October 19th, 11 a.m.
Depression in Pacific, probably South-East
of Manila.

HONGKONG OBSERVATORY-REPORT.

The Observatory report says:—

On the 19th at 11.55 a.m. the barometer has
fallen on the China coast and over the Philippines.
The high pressure area is central in
E. Japan, and pressure is slightly low over the
Southern Philippines. Gradients slight on the
coast, moderate with strong monsoon in the
N. part of the China Sea. FORECAST.—Moder-
ate E. winds; fine.

LOCAL AND GENERAL.

The India Office has been asked to send three
sets of röntgen ray apparatus to South Africa,
for the use of the Indian field hospitals.

A LETTER has been received at Taiping from
the Singapore Cricket Club inviting Peran
to send a team to Singapore during the Christmas
holidays. The invitation has been accepted.

Mr. Stewart Lockhart left by the Chinese
cruiser *Chingtao* at noon to-day for a trip to
Mirs Bay and round the New Territory. He
was escorted by a detachment of thirteen Sikhs
policemen.

We understand that it is proposed to send two
companies of the Royal Welch Fusiliers to
Wei-hai-wei and that two companies of the 1st
Chinese Regiment will be sent down to take
their place here.

We thought Oon Paul would injure himself,
says a contemporary. Now his credit is im-
paired. A One Pound note of his, sent from
South Africa to the *Bangkok Times*, has been
refused by the Hongkong and Shanghai Bank
at Bangkok.

Dr. Reginald Farrar, of Stamford, son of the
Dean of Canterbury, has left England for
Bombay, having accepted an appointment under
the Indian government to take up plague duty.
Dr. Farrar is a comparatively young man, and
is giving up a lucrative practice at Stamford.

KOWLOON was awakened shortly after mid-
night by the blowing of the Dock whistle. Con-
siderable excitement was occasioned, it being
thought that another fire had broken out, but
we are happy to say that the head office informs
us that nothing of the sort took place, it being
a false alarm.

On Saturday, the H.K. C. C. First Eleven will
play the Next Eighteen, commencing at 11.30
a.m. The following are the teams:—

1st XI. Next XVII.

Capt. Langhorne, Capt. Wagnouth (Cap);
H. C. Hancock, H. E. Green,
J. A. Ross, H. A. Lewis,
A. R. Lowe, D. Wood,
R. G. Thompson, Capt. Borthashaw,
Rev. Wallings, R. W. Castle,
A. G. Ward, Green; R. A.
D. Tuck, R. J. Geward,
A. Wilson, Rev. F. T. Johnson,
H. Rotherham, Francis Barrington Deacon,
Lieut. Strong, A. Humphreys,
T. J. Wild,
Ortan,
Hall,
Major Griffin,
L. E. Lammert,
E. A. Woodcock,
J. A. Higgon.

BIG SALE OF PROPERTY.

At his offices in Duddell Street, Mr. Geo. P.
Lammert sold by public auction yesterday 21
lots of leasehold property (owned by Mr. Ho
Tung) situated in Wellington Street, Cochrane
Street and Stanley Street. It was announced
that the Vendor would, if desired, make arrangements
for the granting of a mortgage upon each
lot up to 70 per cent. of the purchase money
thereof. Such mortgage to be for one year at
7½ per cent. per annum interest) from the
date of completion which shall be on the
first February, 1900. The particulars of the
sale are as follows:—Lot No. 1.—The piece of
ground and premises thereon known as No. 5,
Wellington Street, and the appurtenances thereto.
Area 884 square feet. Term 1999 years: Crown
Rent \$16.90. Lot No. 2.—The piece of ground and
premises thereon known as No. 9, Wellington
Street, and the appurtenances thereto. Area
832 square feet. Term 1999 years: Crown
Rent \$15.91. Bought by the same for \$8,350.
Lot No. 3.—The piece of ground and pre-
mises thereon known as No. 7, Wellington
Street, and the appurtenances thereto. Area
819 square feet. Term 1999 years: Crown
Rent \$15.68. Bought for \$8,250 by Chow Dart
Tong. Lot No. 4.—The piece of ground and
premises thereon known as No. 9, Wellington
Street, and the appurtenances thereto. Area
832 square feet. Term 1999 years: Crown
Rent \$15.91. Bought by the same for \$8,350.
Lot No. 5.—The piece of ground and pre-
mises thereon known as No. 5, Wellington
Street, and the appurtenances thereto. Area
716 square feet. Term 1999 years: Crown
Rent \$15.68. Bought by Tang Kit Shan for \$7,350.
Lot No. 6.—The piece of ground and pre-
mises thereon known as No. 11, Wellington
Street, and the appurtenances thereto. Area
760 square feet. Term 1999 years: Crown
Rent \$15.13. Bought by Tan Hip Chee for
\$7,200. Lot No. 7.—The piece of ground and pre-
mises thereon known as No. 61, Wellington
Street, and the appurtenances thereto. Area
680 square feet. Term 1999 years: Crown
Rent \$8.01. Bought by the same for \$6,700.
Lot No. 8.—The piece of ground and pre-
mises thereon known as No. 63, Wellington
Street, and the appurtenances thereto. Area
683 square feet. Term 1999 years: Crown
Rent \$8.01. Bought by the same for \$6,950.
Lot No. 9.—The piece of ground and pre-
mises thereon known as No. 2, Peel Street, and
the appurtenances thereto. Area 842 square feet.
Term 1999 years: Crown Rent \$17.34. Bought
for \$17,000 by Mok Li Fong.

Lot No. 10.—The piece of ground and pre-
mises thereon known as No. 4, Peel Street,
and the appurtenances thereto. Area 80.1
square feet. Term 1999 years: Crown Rent
\$16.43. Bought by A. Rungjahn for \$7,550.
Lot No. 11.—The piece of ground and pre-<

himself, that he consequently had to acknowledge that he was closely concerned.

The Judge summed up briefly and the jurors, consulting a short time, returned a verdict of guilty against all the prisoners.

His Lordship at first said he would reserve judgement until the morning, but on taking into consideration the cases yet to be heard, he had the prisoners brought back into court, when he further said:—I see no reason in this case why I should make a difference in the sentences upon these prisoners than upon others who have been convicted for a like offence. In this Colony we will not have people wakened up and frightened out of their lives in the middle of the night by robber gangs. I sentence each of the prisoners to five years' imprisonment, and each to receive twenty strokes of the birch during the first week of their incarceration. Turning to the jurors, His Lordship continued:—You gentlemen, would not like an armed gang to come to your house in the dead of the night, and attack your wives with knives. You might think the sentence rather severe, but we must try and put down these frequent gang robberies.

Adjourned until to-morrow morning at 10 o'clock.

THE HONGKONG JOCKEY CLUB.

Below is the report to be submitted to members at the annual meeting on Saturday:—

In submitting the Honorary Treasurer's accounts the stewards beg to congratulate the club on the financial success of the year's working.

Gymkhanae have been held on the race course during the summer, have been well attended and given general satisfaction.

The race course, stands, &c. were lent to the officers, Royal Welch Fusiliers last July, and a Regimental Gymkhana was held on the 29th of that month under the auspices of the club.

The course and adjuncts were also lent to the Hongkong Schools for their annual sports held last April.

The buildings are in good repair and the course is in fair order.

T. F. Hough,
Clerk of the Course,
Hongkong, October 16th, 1899.

EXPENDITURE AND RECEIPTS FROM 1ST SEPTEMBER, 1898, TO 31ST AUGUST, 1899.

Dr.	£ c.
To balance last account	26,233.61
To upkeep of Race Course	2,226.61
To printing, advertisements, stationery, newspapers, &c.	973.00
To expenses of meeting	1,767.10
To stakes and prizes	9,267.70
To incidents	1,037.30
To interest	1,207.83
	£42,713.43

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NAVY LEAGUE MANNING SCHEME.

To the EDITOR of the "HONGKONG TELEGRAPH".

THE NAVY LEAGUE,

13, Victoria Street,

London, S. W.

14th Sept., 1899.

SIR,—In your issue of the 28th July last, appears a letter over the signature of "Peace" commenting on the Navy League's Manning Scheme recently submitted to the President of the Board of Trade.

Your correspondent is good enough to state that he does not consider the scheme as evolved by the Navy League, a workable one, and that consequently it is not surprising that Messrs. Ritchie & Goshen gave it so little consideration.

It is—to say the least of it—doubtful whether this latter assertion is correct. In fact, I should very much doubt if it were, but there are many circumstances to be taken into consideration which probably actuated the Minister in question, when they met the deputation from our Committee.

"Peace" however, enumerates the disabilities of the Merchant Service as a reason why the Navy League scheme should be foredoomed to failure.

He suggests that the Navy League should agitate for improved pay for seamen and the betterment of their accommodation. I would beg to point out that this style of argument is one not calculated to improve any cause. This question of the Manning of the Merchant Service has been thought over and deliberated on by very many gentlemen who are well qualified to express an opinion. The fact remains that at the present time the British seaman is a rapidly decreasing quantity. The better pay and the better accommodation would naturally follow from the adoption of the League's scheme inasmuch as it would provide a better article which would consequently be worth more money than is now paid to those who navigate British merchant ships.

Our correspondent takes exception to Captain Anderson's statement that "The Command of the Sea is necessary to ensure our continuance as a Nation." Does this assertion really admit of any argument?

The Command of the Sea lost, the component parts of the British Empire must necessarily separate, those not strong enough to maintain their independence would become the appendages of the Sea Power that was strong enough to destroy that of Great Britain.

As to the matter of "Jingoism" the Navy League may, I think, fairly claim to be exempted from this charge. The belief is held at all events at headquarters that the Navy League is the best and most efficient Peace Society in existence, and to find fault with Captain Anderson for assuming that England is in a state of great prosperity, is, I think, somewhat hypercritical.

England and British possessions are the least taxed countries in the world. Unemployed people there are in all great cities; but it is not taking an optimistic view to consider that the measures now being adopted for the relief of the poorer classes, and it may be said, the submerged tenth, are on a larger scale than those being adopted by any other country.

It is very well to court popularity by finding fault with expenditure in ships and guns and to state that "All these extra warships and guns mean the increase of the country's burden in taxation" but without these ships and guns, there would be no funds from which to draw any taxation at all.

The Naval Estimates, enormous though they be, are simply a moderate premium of insurance on the biggest business premises of which the world holds record.

When your correspondent however, comes to biblical quotation, I am unable to follow

him. The book from which he quotes is generally considered as authentic and to be taken in its entirety. It will require I think greater eloquence than that possessed by "Peace" to make at all events. Navy Leaguers disregard its teaching so far as being strongly armed to keep our house in peace is concerned.

I am, Sir,
Your obedient servant,
Wm. CAUS CRUTCHLEY,
Secretary.

THE ARREST OF FIVE ENGLISH MEN AT YOKOHAMA.

AN EXTRAORDINARY CASE.

DISCIPLINE ON A JAPANESE STEAMER,
Kobe, 14th October.

As previously reported, five officers of the *Tambu-maru* were arrested at Yokohama on Monday last on a charge of assaulting a Japanese quartermaster.

It is stated, says the *Japan Herald*, that on the night of the 30th ultimo, while the *Tambu-maru* was at anchor at Moji, a Japanese quartermaster named Umesaka Toyonatsu, who was on duty, was approached by the third officer, Kent, who asked Toyonatsu why he had been smoking. Toyonatsu insisted that he had not been smoking, and an acrimonious discussion ensued. Some time later, Kent was sitting in his own room, when Toyonatsu again came in to renew the controversy, at the end of which Toyonatsu became excited and pushed Kent out of the room. Several other foreign officers came to his assistance, and forcibly pulled Toyonatsu out, bound his hands, lifted him up, and kicked and beat him, so it is alleged. The steamer left Moji on the following day, and arrived at Yokohama on the morning of the 3rd, when Toyonatsu quickly proceeded to the Saitobashi and lodged a complaint, through Mr. Tanaka, against the five foreigners, charging them with assault and battery. The Public Procurator Tsutsui took the matter in hand, and issued a warrant against the five foreigners, who were arrested, by the Water Police, and sent over to the Saitobashi. The accused were confined in the Negishi Prison.

The foregoing particulars were gathered from Japanese sources, but the *Herald* has had an opportunity of hearing Mr. H. Kent's own version, furnished to a friend who saw him in Negishi Prison on the night of the 3rd. The present is Mr. Kent's first trip to Japan as officer of the N.Y.K., and he is, therefore, unfamiliar with the strange ideas of discipline which prevail on board Japanese vessels. The Japanese quartermaster seems to have been a man of violent temper, and when entered by Mr. Kent to stop smoking, did not scruple to show his resentment. While at Moji he apparently filled himself up with sake, and when the *Tambu-maru* left for Yokohama, he was in a decidedly ugly frame of mind. The first day out, we believe, while Mr. Kent was talking to one of the officers in his—Kent's—cabin, the quartermaster entered, and, approaching Mr. Kent, shook his fist in his face, and remarked that he would "go for" him on the first opportunity. Mr. Kent was a little taken aback at this extraordinary address from a subordinate, and ordered the man to leave the room at once, or he would eject him. As the quartermaster still refused to leave, Mr. Kent carried out his threat, whereupon the quartermaster rushed at him, and, falling on his knees, buried his teeth in Mr. Kent's thigh. Thus assailed, Mr. Kent naturally defended himself, but before the quartermaster could be subdued he had bitten Mr. Kent in nine places. The other officers concerned in this affair had meanwhile come to the rescue of their colleague, and helped to defend him from other members of the Japanese crew, who had rapidly collected, armed with knives, iron bars, and other implements. As the quartermaster still resisted, the Chief Officer put him in irons, whereupon he became almost crazy and tried to throw himself overboard. He was therefore released, and in view of the threatening aspect of the crew, Captain Wale thought it advisable for Mr. Kent to keep in his cabin during the entire trip to Yokohama. To all intents and purposes the crew were in a state of mutiny, *sic* *sic* Mr. Kent. As soon as Yokohama was reached on the 3rd instant, Captain Wale advised Mr. Kent to slip ashore as quietly as possible, until things had quietened down a little, and the affair was duly reported to the Nippon Yusen Kaisha, who, we understand, supported Mr. Kent, and dismissed, or suspended, the quartermaster. Nevertheless, it was not until Monday evening, on the eve of the *Tambu-maru*'s departure, that Messrs. De la Hade, Hill, Waller, and Wallace were arrested, and not until Tuesday morning that Mr. Kent himself was placed in custody. Mr. S. Paxton, of the Nippon Yusen Kaisha, it is understood, offered to become surety for a large amount, but the authorities declined to accept it, on the extraordinary ground that, as Mr. Kent had relatives in Yokohama, these were the proper parties to make the application. The accused therefore spent the night in jail at Negishi. The other four accused were liberated on Tuesday, and two of them have already sailed by other steamers, so it is presumed that the charge against them has been dropped. (As reported in a telegram from Yokohama, Mr. Kent was released on bail for Yen 300 on Thursday.)

The above facts are corroborated by one of the five officers arrested in a letter to the *Japan Gazette*. The situation after the drunken quartermaster was put in irons, appears to have become so critical that the crew, practically took entire charge of the vessel, and the officers had to take refuge on the bridge. The letter states that the matter was not reported by the Captain on his arrival at Yokohama—a statement which is at variance with the alleged dismissal of the quartermaster by the company.—*K. Chronicle*.

THE FIRST FOREIGN DIVORCE SUIT UNDER JAPANESE JURISDICTION.

A suit for divorce has been instituted in the Yokohama Local Court by a citizen of the United States, Mrs. David Clarence McElvey, daughter of Mr. Bell, of Yokohama. Mr. Akiyama is counsel for the plaintiff, and the grounds of the petition are desertion and adultery.—*Japan Mail*.

ASSAULT ON A FOREIGN LADY IN JAPAN.

ITS CONSEQUENCES.

A few days ago a *jinrikisha* coolie named Togashi Ichigoro, aged 35, was deprived of his license by the Bluff Police, Yokohama. It is stated that late last month he took an American lady to the Post Office from the Bluff and on reaching the Post Office demanded 15 yen, but the lady thought this was too much, and gave to 5 yen instead. The coolie became angry and followed as far as the Mitau Ginko, where he caught hold of her arm and twisted it behind her back in order to compel her to give him the sum demanded. The lady afterwards reported the matter to the Bluff Police, giving the number of the man's license which she had thoughtfully remembered.—*Kobe Herald*.

himself, that he consequently had to acknowledge that he was closely concerned.

The Judge summed up briefly and the jurors, consulting a short time, returned a verdict of guilty against all the prisoners.

His Lordship at first said he would reserve judgement until the morning, but on taking into consideration the cases yet to be heard, he had the prisoners brought back into court, when he further said:—I see no reason in this case why I should make a difference in the sentences upon these prisoners than upon others who have been convicted for a like offence. In this Colony we will not have people wakened up and frightened out of their lives in the middle of the night by robber gangs. I sentence each of the prisoners to five years' imprisonment, and each to receive twenty strokes of the birch during the first week of their incarceration. Turning to the jurors, His Lordship continued:—You gentlemen, would not like an armed gang to come to your house in the dead of the night, and attack your wives with knives. You might think the sentence rather severe, but we must try and put down these frequent gang robberies.

Adjourned until to-morrow morning at 10 o'clock.

MARQUIS ITO ON THE TRANSVAAL WAR.

Marquis Ito thinks that the Transvaal War will be a troublesome business for England, as the Boers are stubborn fighters and good marksmen. That opinion was delivered to a representative of the *Chuo Shimbun*. His Excellency supplemented it by saying that England must feel badly when she finds herself defied by a petty State like the Transvaal, and is obliged to make extensive military preparations for its subjection. But, after all, strength in war does not depend merely upon military resources, in the ordinary sense of the term; it depends also upon circumstances. No one knows better than Marquis Ito what efforts are involved in equipping a strong military force and despatching it to a distant country. Besides, these things are done nowadays on a much more extensive scale than was the case in former times. England sent only twenty-seven thousand men to invade the Crimen; France sent thirty thousand, and Turkey sent six thousand. England alone is sending fifty thousand now to South Africa. It will stand on record as the biggest military expedition dispatched overseas in the history of the world, and without the resources of modern science thefeat would be impossible. What makes such preparations necessary is the nature of the country where the campaign will take place. If the Boers and the Free-Staters are wisely directed, they will set for England's forces the task of capturing a succession of entrenched positions defended by fine marksmen and by efficient artillery. Even in the times when weapons of precision had not been carried to anything like their present perfection, it used to a maximum of military men that a force attacking a strongly entrenched position ought to treble the force defending it. What the ratio should be now-a-days there have been no practical tests to determine, but it is certain that arms of precision have augmented the capacities for defence more than they have increased the potentialities of attack in land fighting. There is no reason to doubt that the Boers and Free-Staters can together put into the field an army of some thirty thousand men. Their weak point will be the difficulty of keeping up their strength. Whence are they to draw fresh levies? Each man that falls will leave a permanent vacancy in the ranks, for their first masters, if they be of the magnitude here supposed, will virtually exhaust the available men.

PRICE OF LAND AT NAGASAKI.

The *Nagasaki Press* of the 11th says:—At the auction yesterday of the property of the late Mr. Devine, a piece of land known as Lot No. 10a, consisting of 473 subu of land, was offered for sale. Five hundred yen was the opening bid, but this was raised to 1,020 yen by the second offer. From the latter figure, the bidding was carried, principally by hundreds, to 6,000 yen, at which sum the property was knocked down to the purchaser. During the morning 25 Nagasaki Hotel First Denebentures, with interest accrued at 7 per cent, were also offered for sale. The denebentures were sold in lots of five, each of which realized 90 yen. The denebentures were not the property of the estate.

IMPORTANT JAPANESE MOVES IN PEKING.

The *Asahi*'s correspondent at Tokio makes the following statement relative to the change of the Japanese Minister to Peking. The Chinese Government had made strong representations to the Japanese Government for the appointment of Mr. Yano, late Minister to Peking, as its adviser. The Government also solicited the efforts of Marquis Ito and Count Okuma toward this end. Marquis Ito was reported to be in favour of the arrangement if Marquis Yainagata, the Premier, did not object. The change thus took place unexpectedly. As mentioned already Baron Nishi, formerly Minister to St. Petersburg, has been appointed to Peking.

A DUEL IN KOBE.

An up-to-date duel between two gamblers in Kobe has come under the cognizance of the police. Niwa Ichitaro, 35, and Murata Jirochi, 36, were the combatants. The duel was fought at Kominato-dori Shichome last night at about 10 o'clock. Niwa made use of a sword measuring 2 feet 6 inches and Murata had a dagger. Murata attacked Niwa first, and inflicted a nasty cut on his right cheek and right arm, almost severing the latter. Niwa thereupon cut off Murata's left hand but at this juncture police came on the spot and conveyed the combatants to the Ken Hospital. Both are expected to recover.

SHIPPING DISTURBED BY THE POLITICAL OUTLOOK.

What with the employment of many vessels for the transportation of troops by the United States Government and what with the concentration of vessels by England to prepare for an emergency in view of the Transvaal crisis, scarcity of ships (reports the *Japan Times*) is now being widely felt. This is especially the case with steam communication in the Pacific. Industries in general are more or less affected by abnormal change in the shipping world, among the rest being the cotton spinning industry. Owners of cotton mills who used to get their supply of cotton from America find it extremely difficult just now to import the commodity in sufficient quantities, and are compelled to fall back upon more expensive Chinese or home-raised cotton.

The above facts are corroborated by one of the five officers arrested in a letter to the *Japan Gazette*. The situation after the drunken quartermaster was put in irons, appears to have become so critical that the crew, practically took entire charge of the vessel, and the officers had to take refuge on the bridge. The letter states that the matter was not reported by the Captain on his arrival at Yokohama—a statement which is at variance with the alleged dismissal of the quartermaster by the company.—*K. Chronicle*.

The prospect is not altogether remote of Yokohama being plunged into darkness at night by the non-lighting of the streets. For years past (writes the *Japan Herald*) a lighting Committee has collected from the citizens voluntary monthly subscriptions to pay for the public lamps, and with the exception of a few mean and unconscious individuals who did not scruple to allow others to bear the entire cost, sufficient money has been collected to pay the Gas Company for the gas supplied to the street lamps, but since the foreign settlement has become incorporated with the native town, and foreigners have become liable to the payment of municipal rates, though none as yet have been collected, some few who had formerly paid their portion of the cost of lighting the city, have declined to continue their subscriptions, and if this refusal to contribute should spread, the funds as yet in the hands of the Gas Committee will presently be exhausted, and we are given to understand that the Municipality declines to light the settlement, but a short time will elapse before the place is consigned to night darkness. We may point out that such a retrograde step will be likely to be attended with unpleasant consequences. Burglaries will be certain to increase, because the lack of light favours such nefarious operations, and under cover of night, stolen property can be removed with comparative impunity; facilities for highway robbery will be another result that will ensue, as well as street accidents to pedestrians from rapidly driven carriages,

bicycles, and other vehicles. Altogether, this relapse into the "dark ages" affords no cheering prospect, and may be added to the blessings for which we are so deeply indebted to the revised treaties.

RESCUE BY THE "KASUGA MARU'S" CREW.

SAD END OF A SYDNEY PICNIC.

While the N.Y.K. steamer *Kasuga Maru* was lying at Sydney at the end of September, as will be seen from the following extracts from Australian papers, her chief officer, Mr. Green, with the aid of his crew was the means of saving many lives:—

Circular Quay was the scene of a shocking occurrence on Saturday at about 6.30 p.m. The Sunday-school children from Christ Church, Ennmore, had left in the morning on a harbour picnic in the steamer *Waterloo*. Including the teachers about 600 souls were on board. They embarked from the Co-operative wharf, opposite the Custom-house, Circular Quay, but for some reason it was decided to disembark on returning to Sydney at the floating jetty at the foot of Phillip-street, further round towards the Domain. One of the reasons for the selection of this landing, it is reported, was that it is clear of the bus traffic on the quay, and convenient to the train terminus. The floating jetty or pontoon is moored in between 25 and 30 feet from the wall of the quay, with which it is connected by a gangway about 8 feet wide, which being hinged to the pontoon and shore rises

Estimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



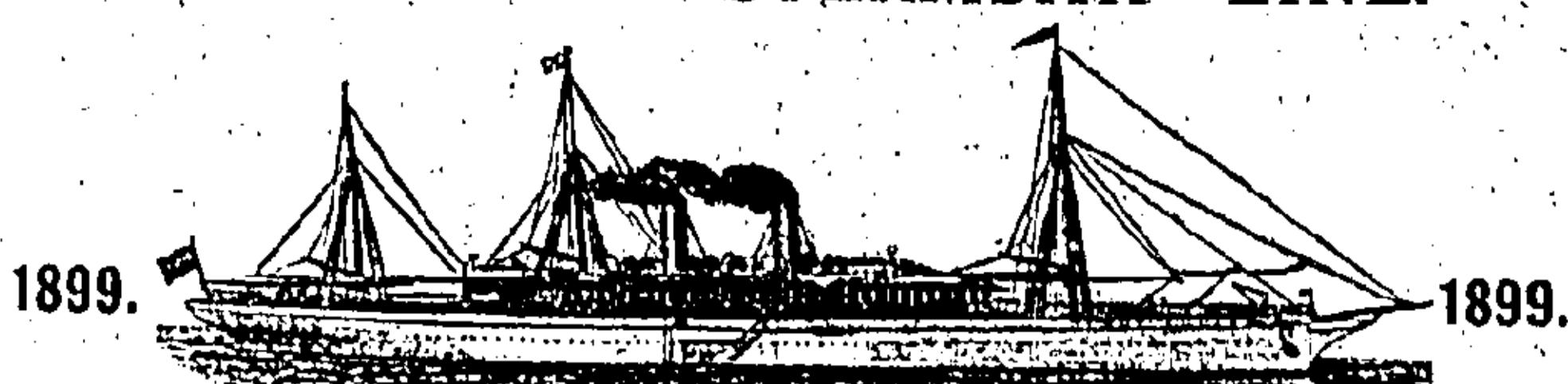
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMIA MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 21st October, at Noon.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 21st October, at 4 P.M.
HAKUJI MARU	VLADIVOSTOK, VIA SWATOW, AMOV, SHANGHAI, WEI-HAI-WEI, CHEFOU, CHEMULPO & NAGASAKI	THURSDAY, 26th October, at Noon.
YAWATA MARU	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 3rd November, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Puyu Central.

A. S. MIHARA,
Manager.

Hongkong, 12th October, 1899.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.

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Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

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THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexpected.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 27th September, 1899.

D. E. BROWN, General Agent,
Pedder's Street, [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA and HONOLULU, on

TUESDAY, the 14th November, at Noon,

taking Freight and Passengers for Japan, the

United States, and Europe.

Passes will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further information apply to

H. A. RITCHIE, Superintendent.

Hongkong, 16th October, 1899. [5]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN and HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIK PORTS:

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

—(SUBJECT TO ALTERATION.)

Bayern..... Wednesday, 8th Nov.

König Albert..... Wednesday, 13th Dec.

Prinz Heinrich..... Wednesday, 27th Dec.

Preussen..... Wednesday, 10th Jan.

Karlsruhe..... Wednesday, 24th Jan.

Sachsen..... Wednesday, 7th Feb.

Oldenburg..... Wednesday, 21st Feb.

Bayern..... Wednesday, 7th March.

Stuttgart..... Wednesday, 21st March.

König Albert..... Wednesday, 14th April.

Weimar..... Wednesday, 18th April.

Prinz Heinrich..... Wednesday, 2nd May.

Preussen..... Wednesday, 16th May.

Hannover..... Wednesday, 30th May.

THE CHARTERED STEAMSHIP

"ONSANG,"

will be despatched for SAN FRANCISCO,

via NAGASAKI, KOBE and YOKOHAMA,

on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities

of the United States of Canada.

Rates may be obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNITED PACIFIC, DENVER and

RIO GRANDE, and NORTHERN PACIFIC

RAILWAY; also the CANADIAN PACIFIC

RAILWAY on payment of £4 in addition to the

regular tariff rate.

Passengers holding Orders FOR OVER-

LAND CITIES in the United States have,

between SAN FRANCISCO and CHICAGO,

the option of the SOUTHERN PACIFIC,

CENTRAL PACIFIC, UNION PACIFIC,

DENVER and RIO GRANDE, and other

direct connecting Railways, and from Chicago

to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transporta-

tion to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railways,

to Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, and to the

Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing.

Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

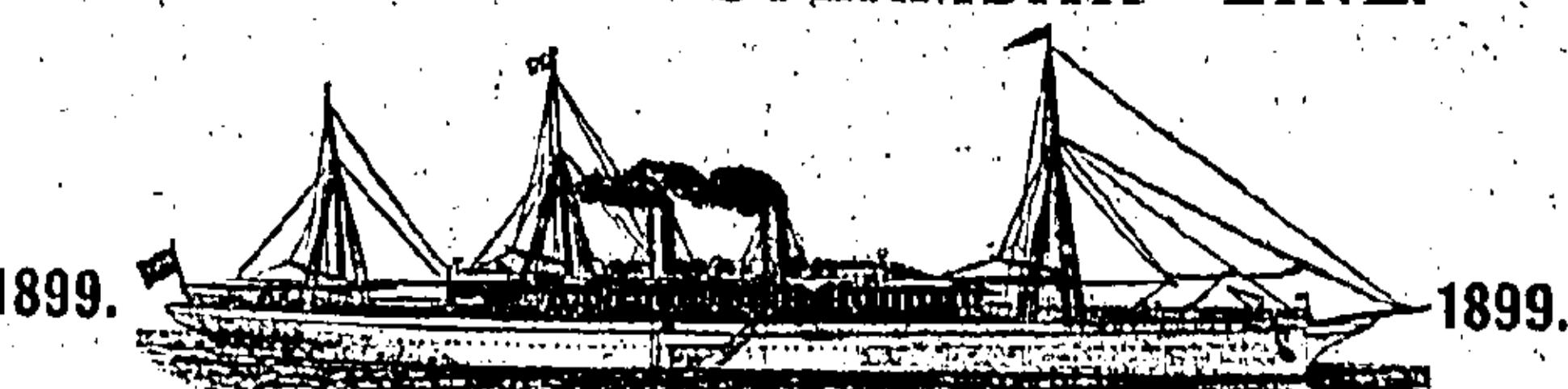
Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th October, 1899. [1293]

Mails.

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For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 27th September, 1899.

D. E. BROWN, General Agent,
Pedder's Street, [3]

Mails.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

THE BOER WAR IN 1881.

Events in the Transvaal are, of course, drawing the attention of the nations of the world thitherward at present; even more than the war of 1881 did. There is very little we can call to mind which will reflect credit upon our doings during that war, particularly when we remember the collapse and flight of our soldiers from Majuba Hill, especially at a time when they held the best position and when the Boers were preparing to move off; but, bad as the case was, it will not be amiss just now, perhaps, to recall what happened during that campaign.

Most of the troops, including all the cavalry and most of the artillery, had been withdrawn from South Africa after the Zulu war. When the garrisons in the Transvaal were hemmed in, the only troops at General Colley's disposal were those he could collect in Natal. By the end of January, he had gathered about 1,200 men at Newcastle, between Durban and the Transvaal frontier. This force was described as the "Relief Column." It was quite incompetent to reduce the Boer rebels to submission, and was intended simply to relieve the beleaguered garrisons, for which purpose it was accompanied by a long train of wagons laden with provisions. General Colley was by no means over confident of success, but there was no doubt in the minds of the officers and men, and the long column wended its way towards Lang's Nek as cheerfully as the rainy weather and the trouble attending movements hampered by one hundred and fifty wagons allowed.

The Boers were then encamped on Lang's Nek, a position they had seized some weeks before. The main road from Newcastle into the Transvaal crosses the Drakensberg range of mountains, some six or seven miles from the Transvaal border within Natal. Their force was composed of about 2,500 men a number which later on was increased to about 4,000 men.

General Colley reached Mount Prospect, about three miles from Lang's Nek on January 26, 1881. He marched without opposition, in spite of the fact that he had to pass the Ingogo, where opposition might have been expected. A camp was formed at Mount Prospect, but was not entrenched or even properly laagered, because, no doubt, nobody anticipated attack. Owing to rain and fog, the force lay inactive on the 27th. On the 28th, leaving a few men, principally drafts to protect the camp, the General moved out and took up a position on level open ground to the right of the main road leading to the Nek. After the position had been shelled by the four guns, the direct attack was made by the 58th (now the 2nd Northamptons), about 500 strong, and the Mounted Company. The attack was repulsed with considerable loss. The gallantry of the troops could not be questioned. The 58th suffered severely, but retired in good order and in a manner that elicited commendation from the General in his despatch. The force was then reformed on the plateau near the guns and for some hours awaited attack, but as the Boers showed no disposition to come down from the height it was eventually withdrawn to the camp, which by that time had been laagered.

There can be little doubt but that the vast majority of the officers considered that the attack would be a walk-over. Nearly all the staff men in the fighting line were shot down, Colonel Deane, commanding the force, Major Poole, R.A., Lieut. Elvies, of the Guards, A. D. C., to the General, and other officers, Colonel Deane led the attack in person and got close to the Boers entrenchment when he was shot. The Boers actually engaged were not numerous, nor were they strongly entrenched. It was merely a matter of shooting. The engagement from the Boer point of view was a simple mathematical problem. It would take the 58th so many minutes to ascend the slope. It would take so many minutes for so many shots. The 58th had, in fact, no chance and General Colley recognised this too late. The end, however, came with surprising rapidity. No clear explanation has ever been given of what occurred. A panic suddenly seized the party on the hill and they fled helter-skelter, their losses being almost altogether incurred in their flight. It was said at the time that the men's ammunition had run out but this was disproved, for the Boers found supplies of ammunition on the hill. One fact worth noting and one that amazed the Boers was that a number of the rifles found on the hill had their sights up for long range firing which, no doubt, accounts for the small loss the Boers suffered. One man killed and four wounded being undoubtedly what it cost them to dislodge from an apparently impregnable position some 350 British troops, including a number of seasoned men fresh from Afghanistan. Many accounts have been given of the fight. That of one of the Naval Brigade was the briefest and possibly as accurate as the majority. All he knew, he said, was that it took him eight hours to get to the top of the hill and three jumps to get to the bottom. The company left some distance below the top of the hill had been reinforced from Mount Prospect and eventually fought its way back to camp.

Meanwhile Colley lay dead on Majuba hill. There was no fight for him. That he welcomed death and possibly sought it is probable, but the stories relative to his having met it by his own hand have no foundation. The Boers did not shoot him when they reached the top knowing who he was. They were amazed to find him amongst the dead and on the discovery of his body were exultant not at his death, for they respected him, but at the fact of the fall of the leader of their foes which accentuated the completeness of their victory. His body was handed over to the British for interment. A week later, General Wood took over command and negotiations followed ending in a peace which every British soldier in South Africa knew could only end in war sooner or later.

THE CROWN COLONIES.

LEGAL ADMINISTRATION NEEDS REFORM.

A correspondent of the *Morning Post* makes some very sensible remarks on the legal administration of the Crown Colonies which will soon have to be considered. Under the present system, in many instances, the writer says, too much work is demanded for too little pay; either the salaries should be larger or the number of Judges increased. Then, too, the duties of Puisne Judges and Chief Justices should be more clearly defined, while it would also be well if some way could be found whereby a Judge should know whether his appointment is for a few months or a term of years.

He refers in this respect chiefly to the Judges in the Straits Settlements, who are expected to change their place of residence and move their household penates much in the same way as an officer in a marching regiment. He cannot help thinking that it would be a wiser plan to appoint a man to a certain post for a definite period. The same principle is seen in the moving of a Judge from one Colony to another. It would not, of course, do to abandon promotion, but why should not the promotion be from an inferior post in a Colony to a higher post in the same Colony? He cannot help thinking that it would be a wiser plan to appoint a man to a certain post for a definite period. The same principle is seen in the moving of a Judge from one Colony to another. It would not, of course, do to abandon promotion, but why should not the promotion be from an inferior post in a Colony to a higher post in the same Colony? 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THE HONGKONG TELEGRAPH, THURSDAY, OCTOBER 19, 1899.

Intimations.

GRIMAUT'S SYRUP OR HYPO-PHOSPHITE of LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstinate Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAUT'S SYRUP OR HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimalt's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimalt's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAUT & CO., Paris, Sold by all Chemists

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September 1898.

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NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

CHALLENGER, Amer. ship, Gould—Arnhold, Karberg & Co.

REUZE, American ship, D. Whitmore—Standard Oil Co.

Marine Insurances.

Union Insurance Society of Canton, Ld.—\$243.

China Traders' Insurance Co., Limited—\$60.

North China Insurance Co., Ld.—Tls. 200.

Yangtze Insurance Assoc., Ld.—\$121.

Canton Insurance Office, Ld.—\$137.

Straits Insurance Co., Ld.—\$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—\$330.

China Fire Ins. Co., Ld.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$30.

Indo-China Steam Navigation Co., Ld.—\$81.

China and Manila S.S. Co., Ld.—\$90.

Douglas Steamship Co., Ld.—\$171.

China Mutual S. N. Co., Ld.—(Preference)—\$9.10 buyers.

China Mutual S. N. Co., Ld.—(Ordinary)—\$5.10 buyers.

China Mutual S. N. Co., Ld.—(Ordinary)—\$3 buyers.

Star Ferry Co., Ld.—\$19.

Railways.

China Sugar Refining Co., Ld.—\$138.

Luron Sugar Refining Co., Ld.—\$54.

Mining.

Punjom Mining Co., Ld.—\$5.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$45.

Queen Mines, Limited—\$0.4.

Jade Mining and Trading Co., Ld.—\$14.

Raub A'lan Gold Mining Co., Ld.—\$65.

Olivers Freehold Mines, Ld.—(A) \$11.50.

Olivers Freehold Mines, Ld.—(B) \$6.50.

Great Eastern and Caledonian Gold Mining Co., Ld.—\$1.80.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—\$15.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$92.

Wanchai Warehouse and Storage Co., Ld.—\$45 buyers.

New Andy Dock Co., Ld.—\$18.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld.—\$9.50 buyers.

Hongkong Land Investment and Agency Co., Ld.—\$70.

Kowloon Land and Building Co., Ld.—\$58.

West Point Building Co., Ld.—\$30.

Hongkong Hotel Co., Ld.—\$15.

Humphrey's Estate and Finance Co., Ld.—\$10.

Miscellaneous.

Green Island Cement Co., Ld.—\$20.

China Borneo Co., Limited—10 buyers.

A. S. Watson & Co., Limited—\$16.75.

Hongkong Electric Co., Ld.—\$1.

Hongkong and China Gas Co., Ld.—\$10.

Hongkong Kope Manufacturing Co., Ld.—\$18.

Gao, Fenwick & Co., Ld.—\$42.

Hongkong Ice Co., Ld.—\$12.

Hongkong High-Level Tramways Co., Ld.—\$17.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ld.—\$25.

Campbell, Moore & Co., Ld.—\$15 buyers.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ld.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—\$50.

Ewo Cotton Spinning & W. Co., Ld.—\$6.

International Cotton M'g Co., Ld.—Tls. 75.

Laukung-shou Cotton Spinning & Weaving Co., Ld.—Tls. 75.

Soy Choo Cotton Spinning Co., Ld.—Tls. 350.

Yahloong Cotton Spinning Co., Ld.—Tls. 55.

Tehmu Planting Co., Ld.—\$4 per share.

Teemu Planting Co., Ld.—\$5.

Benjamin, Kelly & Potts (Share Brokers.)

Telegraph Address—“Rinto.”

EXCHANGE.

Hongkong, 19th October.

ON LONDON, Telegraphic Transfer 1/10.
Bank Bills, on demand 1/10 to 15/16
" Credits, 4 months' sight 1/11
" " 4 months' sight 1/11
ON BERLIN, (demand) M. 1.95
ON PARIS, Bills, on demand 3-41
" Credits, 3 months' sight 2-47
ON NEW YORK, Bank Bills, on demand 46
" Credits, 30 days' sight 47
ON BOMBAY, Telegraphic Transfer 141
" On demand 142
ON SHANGHAI, Telegraphic Transfer 73
" Private, 30 days' sight 73
ON YOKOHAMA, T.T. 61 per cent. prem.
Sovereigns, Bank's Buying Rate 10.47
Gold Leaf 100 touch, per tael 54.25
Bar Silver 26.11/16
Dollars 3-1 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 19th October.

New Patna 930 per chest.
New Benares 910
New Malwa 860 per picul.
Old Malwa 875
Persian, paper tied 800 "

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken
Mr. John Angus
Mr. W. S. Bailey
Mr. B. J. Barlow
Mr. F. M. Bartlett
Mr. L. Benjamin
Mr. W. B. Black
Mr. F. Bonnet
Mr. and Mrs. A. H. Bottenheim
Mr. G. Brusse
Mr. T. F. Burgdorf
Mr. F. W. Cullen
Mr. C. Carlson
Mr. A. B. Carter
Dr. and Mrs. F. Clark
Mr. and Mrs. M. A. Clark
Mr. P. C. Denroche
Mr. A. Doctor
Mr. D. Earshaw
Mr. and Mrs. F. H. Eldridge
Mr. W. F. Fucket
Mr. & Mrs. K. Gibson
Capt. Goddard
Mr. C. B. G. Godman
and valet
Mr. G. Godman
Mr. and Mrs. A. W. Gough
Major and Mrs. Griffin
Mr. and Mrs. Harris
Mr. G. Haywood
Major and Mrs. Higgs
Mr. T. Howard
Major and Mrs. Jeffreys
Mr. F. Jewell
Mr. and Mrs. Joseph
Mr. E. A. Katsch
Mr. J. Kirkwood
Mr. Z. Kobayashi
Prince Konoye
Mr. E. A. Leggatt
Mr. A. L. Levy
Mrs. McCrackin and child
Mr. W. J. Wright
Mr. J. M. de Zuniga

Mr. T. S. Meser
Mr. E. O. Murphy
Capt. and Mrs. Myhre
Mr. A. C. Van Nierop
Mr. J. O'Neill
Mr. S. O. Obara
Mr. C. Ouchi
Mr. M. Pando
Mr. W. Parfitt
Mr. J. C. Perry
Mr. F. Reiber
Mr. A. Reid
Mrs. H. Renjes, child and nurse
Mr. and Mrs. C. E. Richardson
Miss Richardson
Mr. G. E. Richardson
Mr. S. J. Robbins
Mrs. Robinson
Mr. and Mrs. H. R. Ruhstrat
Major I. E. Sawyer
Misses Scott (2)
Mr. H. S. Simmins
Mr. A. Spagnolo
Mr. M. Steger
Mr. B. Taylor
Mrs. C. Thomas
Mr. and Mrs. R. S. Thomas
Misses Thomas (2)
Mrs. H. Todd and family
Mr. H. S. Vaughan
Capt. R. Unsworth
Lieut. Urvoz
Mr. B. T. Walling
Mr. and Mrs. A. W. Whillan
Mr. and Mrs. Bagnall Wild
Mrs. J. Williamson
Mr. L. S. Williamson
Mrs. D. Wilson
Miss Wilson
Mr. and Mrs. J. B. Worfield
Mr. W. J. Wright
Mr. J. M. de Zuniga

Mr. C. W. Longuet
Mrs. C. W. Longuet
Mr. R. Mitchell
Mr. K. W. Nordman
Mr. Von Oertzen
Lt.-Col. The O'Gorman
Dr. Marx Peters
Hon. H. E. Pollock
Capt. H. W. Pryne
Comdr. R. M. Rumsey
Mr. E. Sharp
Mr. A. Sinclair
Colonel E. H. Gorges
Staff-Surgeon and Mrs. W. E. Home

Mr. O. D. Thomson
Mr. G. H. Wheeler

Mr. H. F. R. Brayne
Mr. P. Bure
Capt. van Corbach
Mr. G. H. Dann
Mr. and Mrs. W. H. T. Davis and child
Mr. A. L. Denison
Mr. G. J. H. Eavatt
Mr. J. S. Eckel
Mr. A. Forbes
Lt.-Col. A. R. Fraser
Mr. H. H. Gompertz
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